

Floods cause extensive highway damage

Mid-December's unusually heavy rainfall caused an estimated \$4 million in damages to western Oregon highways, reports State Highway Engineer Scott Coulter.

Maintenance crews worked round-the-clock and some worked through the Christmas holiday weekend to keep traffic moving and correct flood-damaged sections. The division has applied for Federal Highway Relief Funds, which should come through in early January.

The major mud slide occurred at Hostenader Creek on Highway 101 five miles south of Pistol River. Because of the rainy season, the Highway Division won't be able to

complete repairs until June or July. Damage is estimated at \$1 million.

The Wilson River Highway was opened to limited traffic Dec. 24 after the Dec. 13-14 flood washed out a 300-foot section about 13 miles east of Tillamook. Complete repair is not expected until mid-January.

The two major slides on the Wilson River Highway (ORE6) caused about \$520,000 in damages. Highway 35 (Mt. Hood Loop area) received \$200,000 in damages from a road washout. Another \$100,000 will be needed to repair a bridge approach washout on the Hood River secondary highway.

Manpower strength below budget level; hiring starts

ODOT is not up to its budget manpower strength, a recent analysis by the Highway Division shows.

"We need to hire a yet undetermined number of persons to fulfill our basic program," said Fred Klaboe, Operations Chief. "If the revenue measures pass, we will hire substantially more workers to perform the extra projects outlined in Program A."

The question that arises is a sensitive one: Why, after laying off about 200 persons last year, are we short of manpower?

Several factors are involved. Last year's lay-offs, resulting from declining revenues and a change in emphasis away from heavy new construction, created an attrition rate that "snow-balled faster than we anticipated," Klaboe said. "For example, 23 engineering and technician employees have taken voluntary retirement during December alone."

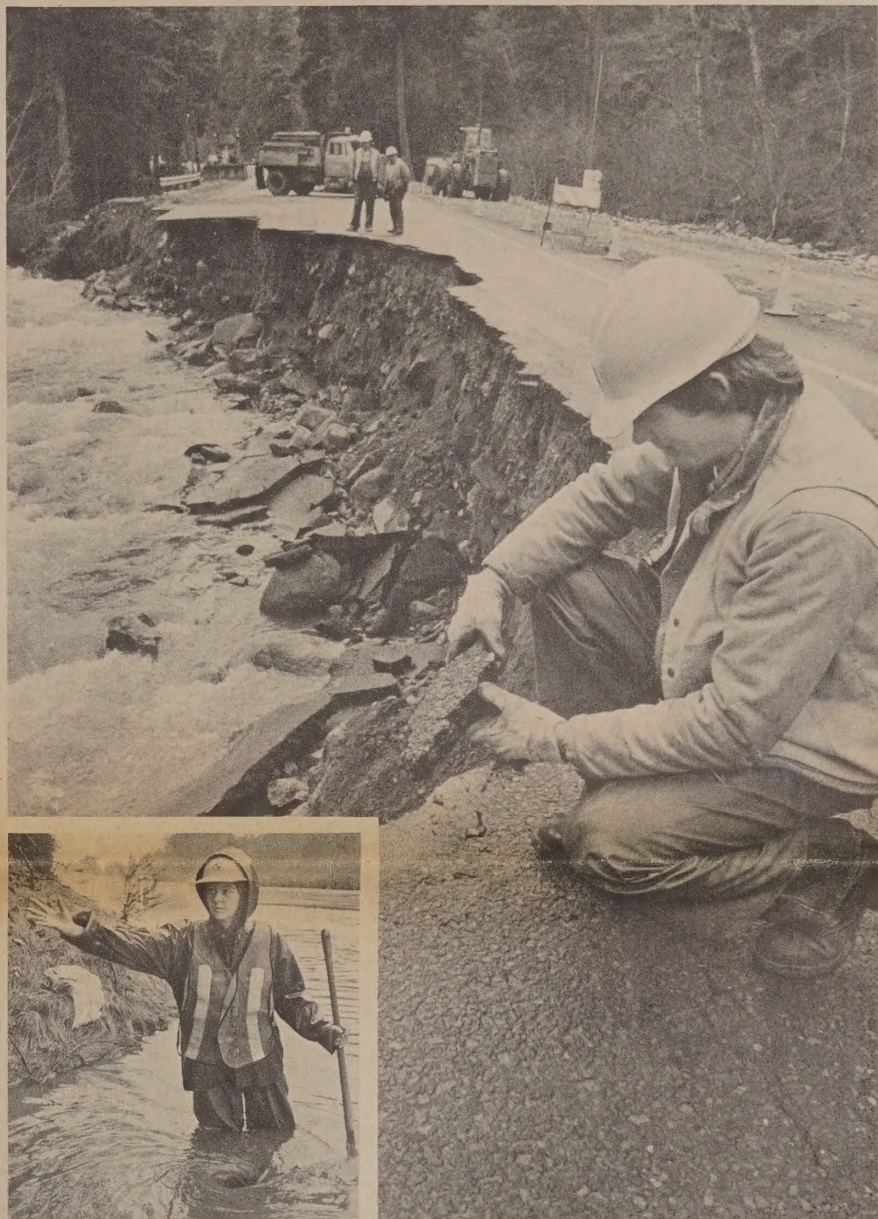
"As a result, we now find ourselves with fewer employees than we had planned for at the end of the lay-off," he said.

"We had slowed down contracts then, but now we are back-logged with needed projects we've been putting off," said Ed Hunter, manager of Technical Services. "So we need to increase our manpower level to what we targeted for."

Hunter recently completed a detailed analysis of his branch manpower needs. "We need 55 more persons to accomplish Program B in the new Six-Year Highway Improvement Program," he said.

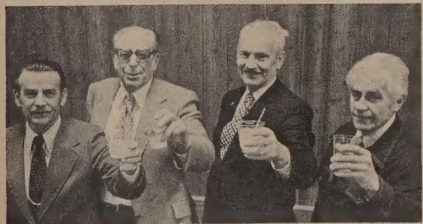
"Construction activities will require filling some 30 positions on field crews, plus utilization of trainees next summer," said State Highway Engineer Scott Coulter.

Highway field crews, METRO and Project Management branches are also being analyzed; however, specific manpower figures aren't complete at this time.



Highway 35 near Mt. Hood suffered from a severe washout. Surveying the damage is Kerry Cook, Parkdale maintenance worker. INSET: Beverly Jenkins of the Baldock maintenance station works in high flood waters on I-5 near Stafford Road.

INSIDE:



ODOT's class of '77 celebrates, page seven.



Also:

- Campers don't like \$2 surcharge, page five.
- They build a special kind of bridge, page five.
- Greenway signs go up, page three.
- ODOT announces slogan contest, page three.

Project planning: A balancing act

The Transportation Commission does not lack public input on local highway needs as a result of the recent Six-Year Highway meetings. But the task of adequately responding to the requests is proving to be a delicate balancing act.

In an attempt to respond to both the highest priority needs expressed by local citizens and the continuing need to devote more funds to maintenance and preservation, the commission may issue bonds already authorized years ago but never sold.

According to Larry Rulien, assistant director for Program and Policy Development, completing all the non-interstate project requests heard at the 39 meetings would take more than double the highway fund revenue project for the next six years, even if both the gas tax and registration fee ballot measures are approved.

About \$504 million worth of projects above the preliminary "A" Program surfaced at the meetings, Rulien said. Total revenue available for all non-interstate construction and reconstruction projects during

the next six years is estimated at \$440 million.

Rulien's comments accompanied testimony given by the region highway engineers to the commission



There's much more to putting together a Six-Year Highway program than listing projects. Forecasting revenue far into the future is another important part of the process. See story, page three.

at a Dec. 6 workshop in Portland devoted to assessing public and staff reaction to the Preliminary Six-Year Highway Improvement Program.

Each region engineer submitted

recommendations on projects discussed at Six-Year meetings in his region. Recommendations included deletions from the preliminary program as well as additions to it.

Region engineers supported increases in the maintenance budget and minor betterment fund even though such increases mean taking money from the construction and reconstruction programs.

In an attempt to juggle competing demands against projected revenue, Rulien outlined a series of changes and alternatives to the "A" Program during the Dec. 15 commission meeting.

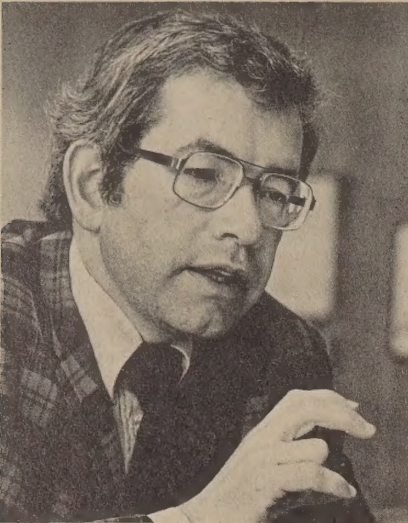
The net result was a list of projects costing about \$72 million more than estimated revenues for the next six years, even if both tax measures pass.

An option open to the commission to make up some, or all of the \$72 million needed is to sell bonds authorized by the 1973 legislature. This option, however, hinges on sufficient future income with which to repay the bonds.

Continued on page three

Director's corner

BOB BURCO



It helps to start a new year with new beginnings. One of the most encouraging signs of the restored health of our department, after the financial adjustments of the past year or two, is that we are again in the position of hiring staff to join our ranks. Under any condition regarding passage of the two tax measures this year, we will be in a position of needing to strengthen our engineering forces to do the work contained in either Program B or A. This, hopefully, will bring back to our staff many of those who were bumped or placed on layoff lists over a year ago. It may also open opportunities again for promotion and hiring persons, including new graduates from the engineering universities.

Attrition, since the layoff ended, has taken us below an effective work force for accomplishing some of the Highway Division's field work as well as the needs of Technical Services. At the same time this hiring is proceeding, we hope that we can encourage employees, through career development and training, to broaden their own experiences, and thereby to have greater learning and promotional opportunities within the department. Career planning will become increasingly important in giving opportunities to grow on the job and within the organization. Some new resources will be added to the organization in the areas of policy formulation and financial analysis. We hope that these will strengthen the department's abilities to anticipate and deal with many of the uncertainties of the future. While much of this future will remain uncertain through 1978, it is at least reassuring to know that the employment levels of the organization will remain stable or increase, so that growth opportunities return. I commend you on your patience during the troubling times during the past year-and-a-half, and welcome the chance to move ahead with you in the hope of a more promising and diverse future.



Editor's mailbag

Beyond the call

To the Editor:

My family and I were returning from Bend to Eugene via the Santiam Pass on the evening of Dec. 4. At about 6 p.m., two miles east of Hoodoo Bowl, several cars were involved in an accident due to icy road conditions. We were in the resultant traffic jam which necessitated putting on tire chains. One of your highway workers from the Santiam Junction crew stopped in his state pickup and assisted the public in putting on chains, and generally helped straighten out the situation. This gentleman went so far as to crawl under my car and tighten my tire chains even though this was far beyond his realm of responsibility. I extend my appreciation to the entire junction crew. As a result of this man's courtesy and consideration, I will most certainly vote yes on the increased road maintenance gas tax and will encourage associates and friends to

do likewise.

Bruce M. Kramer
3485 Regent Ave.
Eugene, OR 97401

Berms widened

To the Editor:

I'd like to express my heartfelt gratitude for the recent action by the Highway Division to widen the berms near the Desert Terrace Mobile Home Court. Mobile home residents are especially grateful to Bob Lammert, who had given the traffic problem immediate consideration and prepared to give priority to widening the berms on both sides of the highway at the entrance of the court. This work is now almost completed and all of us at the court are much relieved. Thank you again for what you were able to do for us. Miss Barbara Haubroe
5063 S. Highway 97 No. 52
Redmond, Ore., 97756

Opinion Poll: State Parks are 'the best'

This is fourth in a series of in-depth looks into the statewide opinion poll commissioned by ODOT. General findings were outlined in September's VIA. There's no doubt about it. Oregonians love their State Parks.

QUESTION: Oregon probably has one of the best state park systems in the nation.

	Oregon	Tri-County Metro	East	Valley	Coast
Agree	83%	86%	75%	83%	75%
Disagree	6%	5%	7%	6%	6%
Don't Know	11%	9%	18%	11%	19%

RESPONDENTS HAD HIGH PRAISE for the way in which state parks are operated. Parks received the highest quality rating score on a list of 14 ODOT functions. The statewide rating was 7.7 on a 9 point scale with 7 being "very good" and 8 being "extremely good". QUESTION: Please rate the quality of the job you think the state is doing in operating the state park system. (9 point scale)

Oregon	Tri-County Metro	East	Valley	Coast
7.7	7.7	7.5	7.8	8.1

ON A RELATED FUNDING QUESTION, State Parks registers strong statewide support, scoring 7.2 on a 9 point scale. Six stands for "important" and 7 stands for "very important". QUESTION: Please rate how important you feel funding operation of the state parks is. (9 point scale)

Oregon	Tri-County Metro	East	Valley	Coast
7.2	7.5	6.8	7.1	7.0

NEARLY HALF THE RESPONDENTS statewide endorsed use of highway funds for parks and related programs. The support was strongest along the coast, while a majority of eastern Oregon respondents opposed use of highway funds for parks purposes. QUESTION: Highway funds should be used to finance things like parks, greenways, and scenic rivers.

	<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
Agree	48%	48%	37%	49%	50%
Disagree	42%	43%	52%	40%	39%
Don't Know	10%	9%	11%	11%	11%

WHEN RESPONDENTS WERE GIVEN definitions of the general fund and highway fund, then asked which fund should finance parks, they tended to favor the general fund. This tendency was strongest in eastern Oregon with coastal respondents almost evenly divided on the question. QUESTION: Which fund, if any, should finance state parks?

	<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
General Fund	48%	49%	56%	44%	39%
Highway Fund	31%	30%	25%	34%	33%
Both	17%	17%	12%	19%	17%
Other	2%	2%	3%	1%	11%
Remainder chose none of the above.					

OREGONIANS DON'T WANT local government running the state parks, although that feeling is not as strong in the Willamette Valley or along the coast. QUESTION: Control of the state park system should be turned over to local government.

	<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
Agree	30%	26%	22%	37%	36%
Disagree	60%	62%	66%	55%	56%
Don't Know	10%	12%	12%	8%	8%

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Continued from page one

At the workshop, and at the commission meeting, commissioners said they would undertake a bond program only if both the May gas tax and the November registration increase votes were successful.

A revised Six-Year program is scheduled for tentative approval on Jan. 24 and final approval on Feb. 22.

The changes and alternatives to the "A" Program outlined by Rulien to the commission included:

- A \$19 million upward revision in preliminary cost estimates.
- A \$40 million shift from construction to maintenance.
- \$5 million shifted from construction to minor betterment; these funds to be allocated at the discretion of Region Engineers.
- Deletion of \$24 million in projects from the preliminary program as a result of testimony from the public and staff review.
- Addition of \$55 million in projects as a result of public testimony and staff review.

ODOT opens slogan contest to employees

ODOT announces a slogan contest open to all present and past employees.

The slogan can depict an idea relating to numerous themes: For instance, working together; serving the public; movement of people and goods; economy; the future.

To enter, submit one or more short (10 words or less) slogans to Public Affairs Branch, Room 104, Transportation Building, Salem, 97310. Entries must be postmarked on or before Jan. 20, 1978.

Judging will be done by the Portland advertising firm, Coit-Petzold. The winner will receive a valuable prize, to be announced later.

The new slogan will be used extensively, on ODOT display booths, at exhibits, fairs, brochures and other printed materials and in conjunction with radio, television and newspaper advertising for meetings and hearings.

Reservation rules for camps change

Camping reservation procedures have changed, starting next February, reports Mike Whittam, Region 1 resource coordinator.

The Parks and Recreation Branch will accept campsite reservations for the May 19 to Sept. 24 season starting Feb. 1, 1978, by letter and personal call only. After June 1, reservations can be made by telephone.

The branch now also requires that a \$5 non-refundable advanced deposit accompany the written reservation request.

"This procedure is designed to help reduce the large number of no-shows and cancellations that left many vacant campsites last summer," Whittam said.

The deposit will be applied to reservation and camping fees.

Check-in time each day will be 6 p.m.; however, sites will be held if the park is notified in advance. Also, reservation requests and deposits must arrive at the park not less than five days before reservation date.

'Partial Compliance'

Uncertainties haze revenue future

Forecasting revenue far into the future is an important aspect of putting together a Six-Year Highway Improvement Program that balances income against expenditures.

Lloyd Henion, ODOT chief economist, says the crystal ball aspects of revenue forecasting are even more hazy than usual because of uncertainties in the energy field.

The 1973 Arab oil embargo, for example, undermined all previous forecasts of gas tax revenues, and historic fuel consumption patterns have never been re-established.

Henion says one of the stickiest guesses he has to deal with currently is what to assume about compliance with federally mandated fuel conservation standards. Federal law (PL94-163) calls for steadily increasing miles per gallon performance in new cars. For 1978, auto makers must maintain an overall fleet average of 18 mpg. The standards for 1984 call for a 27 mpg fleet average.

Gas revenue fluctuates

Depending on how strictly these federal standards are applied, Henion estimates that state gas tax revenue could fluctuate by as much as \$115 million over the next six years. If the standards are rigidly adhered to, he forecasts a six year gas tax collection of \$690 million.

If the standards are thrown out tomorrow, as much as \$809 million in state gas taxes would be collected over the life of the Six-Year Highway Improvement Program.

Henion thinks the actual State gas tax income will be somewhere

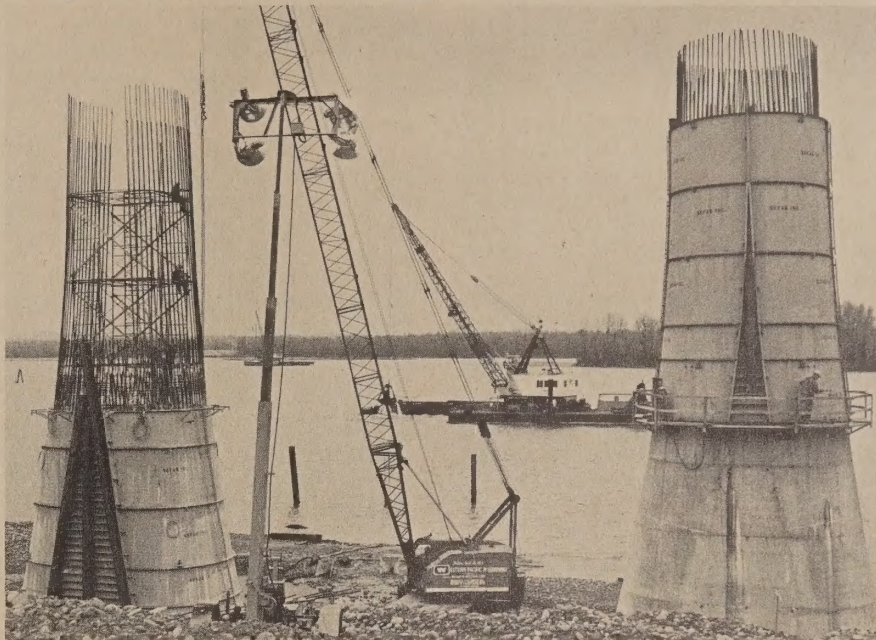
in-between. He terms it "partial compliance" because he doesn't believe the federal guidelines will be able to combat all auto industry and labor pressures. He also sees the fuel economy standards as being on a collision course with emission standards of the federal Clean Air Act.

Henion also figures in higher than average use of pick ups and other

gas guzzlers such as recreational vehicles in Oregon to buttress his partial compliance scenario.

Even partial compliance, though, will have a dramatic impact on gas tax revenues in the future. Henion's forecast estimates about \$737 million total fuel tax revenue over the next six years, \$67 million less than if the 1978 fuel consumption standards were continued.

Progress on Jackson Bridge



The Glenn L. Jackson (I-205) Bridge is progressing on schedule. Shown here, in mid-December, is the Pier 11 twin column, the last land pier on the Washington side of the bridge. Willamette AIC General, contractor for this section, is one of five firms contracted for the \$175 million project, which will span the Columbia River. The bridge is scheduled for completion in 1982.

Greenway signs mark public land

The Willamette River now offers more than a peaceful drift through greenway scenery for boaters and canoeists.

Signs, visible yet unobtrusive against the foliage, have been erected by the Parks and Recreation Branch. Five of the 52 planned are up and signing should be complete by next summer. The branch has identified 92 state-owned parcels and considers 70 of them suitable for public use.

Signs not only tell boaters where they are, but identify public and private properties, campsites, and give a historic dimension to the river.

Signing is the first step of a program that finally brings reality to the Willamette River Greenway Program, which has faced a decade of debate.

The program, administered by ODOT, is designed to preserve the natural setting of the river and adjoining farms, and to encourage river recreation.

Signs protect property

According to Wally Hibbard, assistant river programs coordinator, the signs have addressed the concerns among landowners along the river who have complained bitterly that the public doesn't understand that the program is not a license to trespass.

Signs will be followed by campsites, chemical toilets, fire rings, boat launching ramps and short internal trails, Hibbard said.

The signing program symbolizes a new direction to the Greenway Program, Hibbard added. "After the past Legislature, the message was clear," he said. "We had to create a program that delineates state lands, make the public aware of them and encourage use of the river."

Previous signs were unsuccessful. He noted that floodwater and



This view of the Willamette River was taken from the Lone Tree State Park just south of the Wheatland Ferry near Salem. Being state-owned land, this section of the greenway will be open to recreational use.

vandals wiped out most of them.

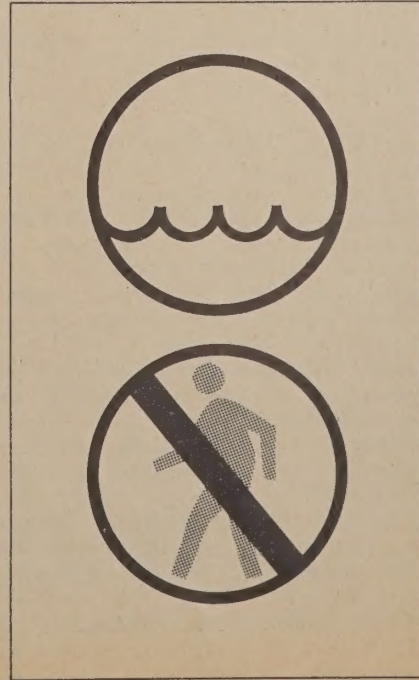
"These signs are unique, easy to interpret and very graphic," Hibbard said. Bold numbers indicate the river mile on round signs atop eight-foot posts. Smaller signs below point out campsites and historical or interesting features of the river.

Signs clearly mark private lands and natural "buffer zones" of thick brush, along with wire fencing, discourage trespassing.

Private land owners are "somewhat skeptical of our ability to maintain the signs," Hibbard said, "but they do agree with our goal."

Signs and campsites will be maintained by regular river boat patrol.

The signs, at right separate public from private property. The bottom sign means "don't go beyond this point." The top sign indicates public use areas. Larger signs posted along the greenway show river miles.



Snow park permits raise \$105,000; changes planned

About \$105,000 has been collected from the sale of snow park permits as of Dec. 5, Don Haller, ODOT's representative to the Winter Recreation Advisory Committee, told Transportation Commissioners at their Dec. 15 meeting.

He said that the committee hoped to collect \$350,000 before the end of the season. The money will be used to reimburse the Highway Division for plowing the parking areas in ski resorts participating in

the program.

Haller has received complaints that the permits are not available on weekends, and this is believed to have hurt their sale. Permits are available at most downhill ski areas, but they aren't as available in other commercial outlets because the MVD requires that the vendor pay for permits in advance.

The committee asked the commission to study the possibility of making permits available to vendors without prior payment for next season. They also asked that small sign or emblem be developed, which would identify parking permit sale sites.

Law enforcement officials have had trouble locating permits on cars, Haller said, because windshields are often covered with snow. A new location for permits is being studied.

The commission also approved the final designation of snow park areas for this season. They include Waldo Lake, Abernathy Road, Gold Lake, West Odell Lake Road and some areas on Mt. Hood Highway (US26) and the Government Camp Business Route.

The next advisory meeting will be March 8 in Salem.

Mulkey, former electrician, dies

Chester P. Mulkey, former lead electrician for the Highway Division's Region 2, died Dec. 17 in Salem. He was 70.

Mulkey worked most of his 38 years with the division as an electrician. Before being assigned to Region 2 in 1967, he traveled statewide, working on drawbridges, highway lighting and traffic signals.

He was active in Masonic lodges and other organizations. He retired in 1972.

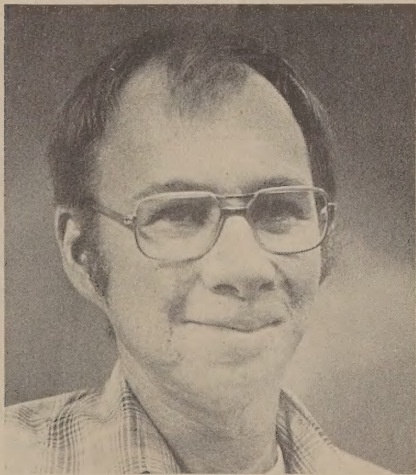
Workers receive promotions

The following ODOT workers were promoted during December.

CONGRATULATIONS!

Robert G. Anderson, PARKS, park manager 1 at Armitage State Park to Park Manager 2 at Rooster Rock State Park.

Steve W. Anderson, HWY, conservation aide to maintenance worker 1 at Milwaukie.



Thomas Robertson
Civil engineer

Dwight R. Berkey, HWY, maintenance worker 2, District 5, to maintenance office manager, District 8.

John E. Bjorkman, HWY, maintenance worker 2 to engineering technician 1 in Portland.

Gayla V. Cavaliere, ADMIN, management analyst 1 to analyst 2 in Records Management, Salem.

Charles L. Eisele, PARKS, at Shore Acres State Park to ranger 1 at South Beach State Park.

Bruce Fochtman, HWY, maintenance supervisor 2 to supervisor 3 in Corvallis.

Sharon Fountain, MVD, clerical specialist to administrative assistant 1, Salem.

Verlyn D. Gertner, MVD, representative 2, Beaverton to representative 3 (office manager), Woodburn.

Daryl Gosha, MVD, representative 1, Eugene, to representative 2, Beaverton.

Jacqueline P. Greene, HWY, secretary to maintenance office manager, The Dalles.

Douglas E. Grice, PARKS, park aide to ranger 1 at Devil's Lake State Park.

Larry Hansen, MVD, representative 3 to representative 4, Portland.

Michael E. Hayward, PARKS, park aide at Wallowa Lake State Park to ranger 1 at Cove Palisades State Park.

Glen E. Kent, PARKS, park aide to ranger 1 at Silver Falls State Park.

William F. Lien, HWY, engineering technician 1 in Materials Section to engineering technician 2 in Traffic, Salem.

William W. Marlowe, HWY, maintenance worker 1 to maintenance worker 2, LaGrande.

Larry Matheny, HWY, engineer 1 to engineer 2, Portland.

Gerald L. Morrison, HWY, engineering technician 2 in Traffic Support Services, to highway engineer 1 in Environmental Section, Salem.



Jacqueline Greene
Maintenance office manager

Marilyn J. McHugh, HWY, clerical assistant in Highway Accounting to secretary in Legal Section, Salem.

Vernon L. Nulph, PARKS, park aide at Fort Stevens State Park to ranger 1 at Harris Beach State Park.

Aileen Owen, MVD, clerical specialist, to administrative assistant 1, Salem.

Way Back When ...



In Oregon, transportation continues despite flooded roads, even during the 1890 Portland flood. This view was taken on Washington Street.

They've run out of awards

They've run out of safety awards to give engineering crew No. 080-06 in Salem.

In 1974, the State Accident

Insurance Fund (SAIF) awarded the crew supervised by E. J. Hall (now retired) for setting a departmental record. Starting in 1967, they worked 254,000 man-hours without a time-loss injury accident.

Things haven't changed and the crew is up to 400,000 hours. Resident Engineer Loren Weber took over last January. The crew includes Fred Lucht, Gordon Cannon, Pete Fidler, Dan Read, Murray Colwell, Harlan Naegely, Angel Cortez and Sam Johnson.

Other Safety Awards

Central Point maintenance crew, supervised by Carl Winfrey, has attained 101,758 man-hours without time-loss injuries. Average crew strength is 11 men.

Grants Pass electrical crew headed by Karl Keen has worked six years without a time-loss accident.

Medford maintenance crew supervised by George Thornton has also worked six years without a time-loss accident.

Prineville maintenance crew members supervised by Cliff Dornhecker were honored recently at a dinner given by the State Highway Division for achieving 150,000 man hours without a time-loss injury.

This record covers the past nine years. E. A. Nicholas is the former crew supervisor.

The Prineville Reservoir State Park crew were guests of the State Highway Division and Parks and Recreation Branch at a luncheon Oct. 17, honoring them for accumulating 100,000 man hours without a time-loss injury.

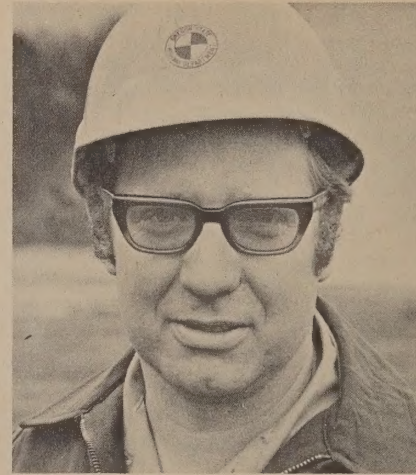
The crew is supervised by Ray Ruedi.

Right-of-way crew supervised by Harold Brainerd in Bend won a SAIF achievement award for attaining 163,474 continuous hours without a time-loss injury. Crew number is 004-06.

Maintenance crew No. 123-06, supervised by Ralph Salter in Lincoln City, has accumulated 75,258 hours without time-loss injuries. They received the SAIF award of merit.

Engineering crew No. 080-45, supervised by Ken Wolfe, Salem, has attained 105,972 hours without time-loss injuries. They received the SAIF achievement award.

Also receiving the SAIF achievement award is maintenance crew No. 121-04, lead by O. G. Fransen. They have accumulated 157,913 hours without time-loss injuries.



Douglas Grice
Ranger 1

Nalini Prakash, MVD, clerical assistant to clerical specialist, Salem.

James J. Ramirez, PARKS, park aide at Champoeg State Park to ranger 1 at Beverly Beach State Park.

Michael Robbins, HWY, maintenance office manager in The Dalles to highway engineer 1, Portland.

Thomas Robertson, AERO, maintenance supervisor 3 to civil engineer 1 in Aeronautics Division, Salem.

Fredrick A. Sawyer, HWY, maintenance worker 1 to engineering technician 1 in Portland.

Vernon L. Sayre, HWY, maintenance worker 2 to maintenance supervisor 1 in Oakridge.

Richard T. Sjolander, HWY, engineering technician 2 in Region 3 to engineering technician 3 in Traffic Support Services, Salem.

Mark L. Wills, HWY, maintenance worker 2 in District 3 to engineering technician 1 in Operations Planning Unit, Salem.

Public criticises \$2 camping surcharge

Oregon has one of the best park systems in the nation.

This comment is widely supported by a statewide survey (see page two) and seasonal letters to Salem and regional headquarters.

But a \$2 surcharge added to non-residents' over-night camping fees has caused some bitterness, not only among non-residents but among Oregonians as well.

The surcharge, authorized by the 1977 Legislature, became effective July 25. Oregonians still pay from \$2 to \$5 per night, while non-residents pay \$2 besides the regular fee.

It took most campers by surprise, according to the five region parks supervisors. All received complaints ranging from "We're never coming

back," to "We don't like it, but your parks are worth it."

Region office personnel said they called campers on reservation lists, but that there was no way to reach everyone with news of the increase. All complaints were answered through Salem or region offices.

Surcharge revenue helps maintain parks and brings non-resident campground user fees to parity with Oregonian fees, such as the recreational vehicle tax, which amounts to \$9 million per biennium.

"Many non-residents think it's discrimination," said Mike Whittam, Region 1 supervisor, "especially Vancouver people, who pay Oregon income tax."

Val Jones, Region 3 supervisor, said, "They got angry at first, but I

think they'll adjust. Most understood our position after we explained the need for revenue."

"We didn't get near the complaints I thought we'd get," said Owen Lucas, Region 5 supervisor.

Al Cook, planner for Region 2, comments, "Even some Oregonians complained. I think we should have been more prepared before we started the law."

Region 4, headed by Gerald Lucas, received 200 written complaints. "Mainly people didn't understand the reasons for the fee."

Did the ill feeling affect the camping rate? It did, according to Arnie Slack, parks fiscal specialist.

He noted a 16 percent decrease in non-resident camping and a six percent increase in resident camping

during August and September.

"I'd say the surcharge at least contributed to the decline," he said. "There weren't any other major factors, such as a gas shortage or drought."

Slack predicted the surcharge would generate \$2 million for the biennium, a figure based on the normal yearly camper increase.

Because there were 25,000 less out-of-staters, however, the surcharge generated just \$1 million.

Joe Christian, parks Administrative Service supervisor noted that Oregon is one of three states that require non-resident surcharges. However, nearby states are considering the idea, he said.

"We plan to review the existing rate structure to see whether there's an alternative to the surcharge before the next legislature," he added. "We'll keep close watch on how it goes next summer."

They build a different 'bridge'

Editor's note: The following article is part of a series describing the different divisions, branches and sections of ODOT.

The Historical Preservation Section: A group of four "engineers" who build a different kind of bridge.

This Parks and Recreation Branch section works to bridge Oregon's past with its present and future by helping preserve historic places, structures, records and archeological sites.

The staff -- Coordinator David Powers, Elisabeth Potter, Edward Long and Kathryn Straton -- not only bring impressive academic credentials, but avid interests in history to their jobs. Their office walls are laden with maps, posters, photos of Native Americans, lighthouses, bridges and buildings.

When the national Historic Preservation Act passed in 1966, the trend changed from tearing down old buildings to saving them. Oregon's program began in 1968.

A National Register was formed, which lists the country's cultural places and resources worthy of preservation. Being on the list entitles property owners to apply for matching federal grants to preserve, restore or reconstruct historic property.

Preservation grows

Federal programs also provide incentives to adapt existing buildings to new uses. (Examples: The Reed Opera House in Salem is now a shopping center, as is the Smeed Hotel in Eugene.)

The nation's Bicentennial, along with a growing public interest in protecting the environment, have also increased preservation. Each year, nominations to the Register increase; so do matching funds for restoration.

The section's workload increased even further with LCDC "Goal 5" which calls for historic preservation to be considered in city and county land use plans.

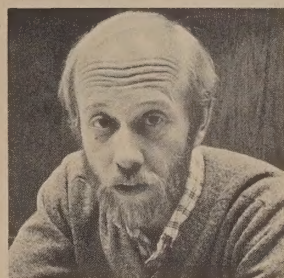
The office administers four main programs: (1) Nominations to the National Register; (2) Federal Grants-in-aid Program; (3) Survey and inventory of historic places and (4) Environmental Review and Compliance Program.

Besides managing the office, Dave Powers heads up the federal grant program.

Elisabeth Potter, architectural historian, manages the inventory and survey program and helps Oregonians nominate buildings, such as one-room schools, to the Register.

New tax incentives encourage restoration, she said.

"One of the newer incentives is a 15-year property tax freeze," she



Historic Preservation Section, from top, includes David Powers, Elisabeth Potter, Edward Long and Kathryn Straton. At right is the Yaquina Bay lighthouse in Newport, an example of a restoration project.

said. "You can develop a historic site on your property through matching federal funds and your taxes won't go up for 15 years." Afterwards, owners are taxed on the currently appraised value.

Another new procedure is Thematic Group Nomination, which increases the ability to add sites to the Register. Entire groups of like-kind structures can be nominated together. For instance, all 56 covered bridges in Oregon were recently nominated.

Edward Long, archaeologist, reviews about 4,000 federally funded projects each year, to insure that they comply with the Historic Preservation Act and that they don't disturb valuable archeological sites.

"We lost about 1,000 sites a year, due to amateurs who don't know how to excavate," he said. "That's like losing 1,000 books of which one copy each exists."

There are 137 archeological sites, such as Indian village remains, on the Register; however, Long estimates that about 750 sites are undiscovered. Part of his job is to sponsor excavations and help nominate sites to the Register.

"We have 173 years of recorded White history, but Indians were here for 30,000 years. That's why we need to protect sites from relic hunters, or from accidental interruptions, like sewer lines and roads," he said, "When we know of sites, sewer lines can be rerouted."

Kathy Straton, interpretive specialist, has a creative role.

One of her major projects was to refurbish the Yaquina Bay lighthouse, the oldest building in Newport. She creates interpretive displays at state parks and also authored "Oregon's Beaches, a Birthright Preserved." The book tells the historic struggle of placing beaches in public domain.

Highway map will cost less

The new Oregon Highway Map, ready for distribution by Jan. 1, lists Amtrak stations and includes updated BLM and forest service secondary routes.

The map is just under five percent smaller, which cut the printing cost by about \$7,500, according to Frank Howard, assistant travel information manager. "We went from sheet-fed printing to printing by web press," Howard said, "which cuts down on press time."

The new cover features a bus traveling down Hwy. 20 near Sisters.

The Oregon Events brochure will also be out by Jan. 1. It includes a list of over 400 events and will be updated next spring and summer.

Travel business has increased

For the third straight year, travel business increased in most parts of Oregon, according to the ODOT Travel Information Section.

Official reports on the out-of-state visitor count and expenditures for 1977 won't be available until next March or April.

Business reports and visitor counts for the first 10 months ranged from 50 percent increases in the Columbia River Gorge to 10 percent declines along I-5. Reports generally indicated a 6-to-22 percent increase over 1976 in tourist business on the coast; 10-to-15 percent gains in central Oregon and five-to-10 percent upward trends in eastern Oregon.

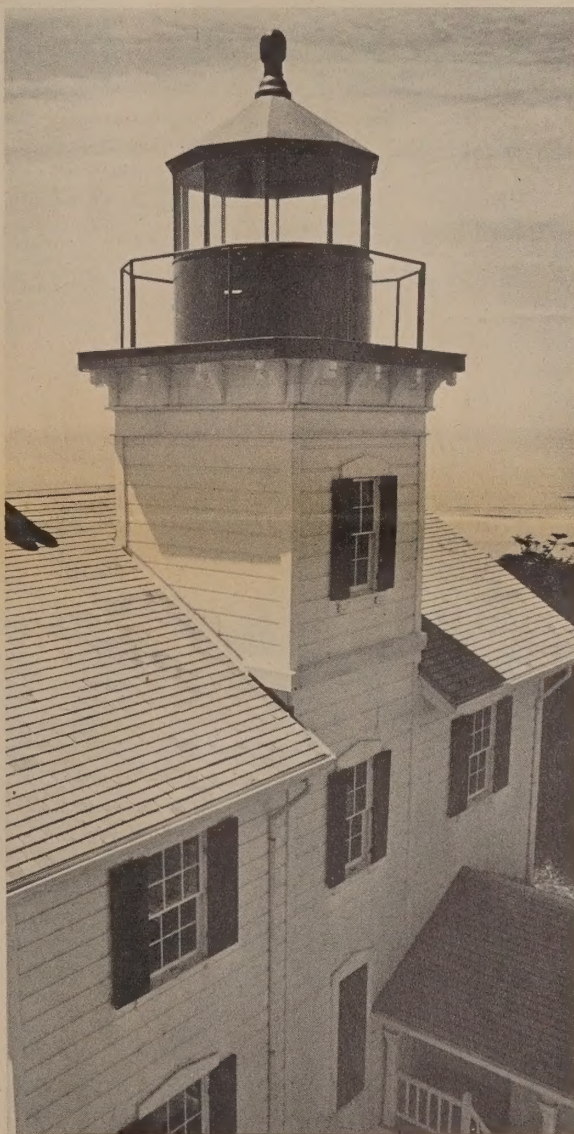
Anti-litter program wins second place

ODOT won a second place award for its anti-litter prevention program in a national contest, co-sponsored by Keep America Beautiful Inc and the Federal Highway Administration.

Oregon was cited for placing trash receptacles where litter consistently accumulates, distributing about 65,000 litterbags to motorists and the employment of 190 young people to clean highways during the summer.

Oregon has been a winner in four of the five years of competition.

The award was presented to the Transportation Commissioners during their Dec. 15 meeting in Salem.





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

What do you think of the \$2 surcharge out-of-staters have to pay for over-night camping in Oregon? Is it fair?



**ROYCE ANNIS, HWY
MW 3, Government Camp**

I think it's only fair that we each pay our share to keep up the parks. All Oregonians are paying for them, whether they use them or not, so it's fair that out-of-staters pay a little extra.



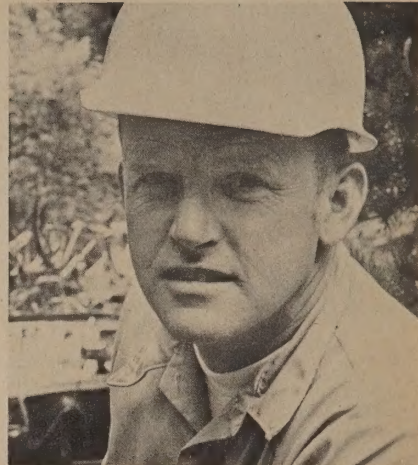
**CARLA CORSON, HWY
Secretary, Milwaukie**

I understand why the legislature authorized the \$2 surcharge, but I don't think it's fair. People should be treated the same, no matter what state they live in.



**DEBBIE ORR, AERO
Secretary, Salem**

If out-of-state campers want to enjoy the beauty of our parks, \$2 isn't too much to ask of them. They need to help us with the upkeep.



**JERRY LUCAS, PARKS
Region 4 park supervisor**

Yes, some type of charge is fair, since Oregonians have paid more than non-residents and about one-half of our use is from out of state. However, the park system does assist a sizeable tourist industry which, in turn, generates tax revenue.



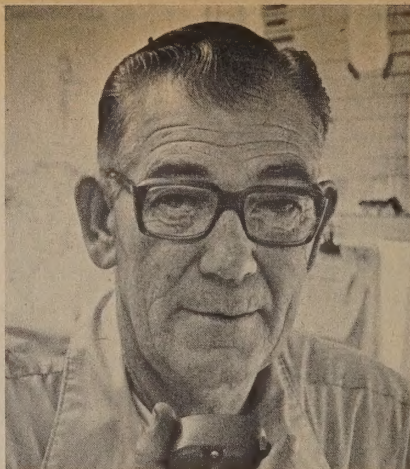
**DAVEY STEEL, HWY
MW 3, Coquille**

I don't think they should have to pay extra. Oregon picks up enough through their tourist trade. I've talked to several people and they're not fond of the idea. In the long run, we'll suffer because so many people are unhappy about it.



**STEVE LINDLAND, ADMIN
HE 2, Salem**

I think \$10 would have been more appropriate.



**PETE SMITH, HWY
Foreman, Odell Lake Maint. Sta.**

I've talked to many out-of-state campers and they say the extra charge is worthwhile because Oregon has the best parks in the country. Personally, I think it's fair, as long as the public is satisfied. We need as much money as we can get to maintain our parks.

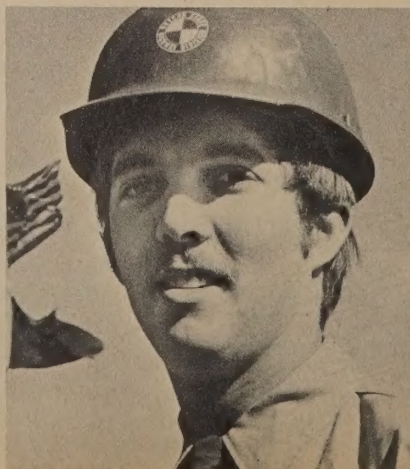


**MARY ANN MILLER, MVD
MVR 1, Medford**

Compared to other states, our vehicle license fees in general are very fair, so I don't think we are discriminating against others by charging them \$2 extra for camping. In fact, I think out-of-state people have an advantage. For instance, our parks are nicer than those in southern California.

**DARLENE STEWARD, ADMIN
Administrative Assistant, Salem**

Since we are campers, I feel that out-of-state residents should pay a surcharge for using Oregon's campgrounds because the upkeep costs of these campgrounds are more than the fee. But Oregon residents make up for this by the taxes they pay. I do not feel the \$2 currently being charged out-of-state campers is adequate. I also feel that if campgrounds are available in the area, the State Police should issue citations to those people parking campers, trailers or motor homes overnight in day use parking areas.



**SCOTT PIERCE, PARKS
Ranger 2, Hat Rock State Park**

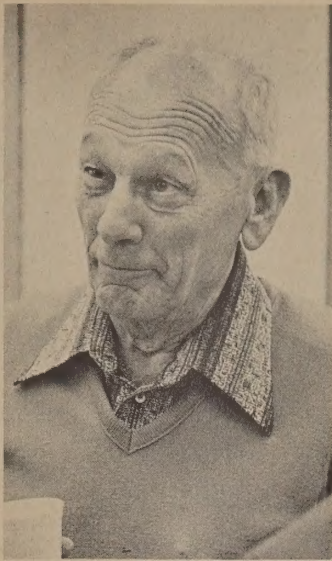
I think they should have approached it differently. They should have raised the over-all camping fee and given Oregon residents a discount.



Art Lee
31 years



Marge Kurth
21 years



John Hagemann
41 years



Elbie Beckman, at the East Salem Highway Bldg. retirement coffee, is congratulated by Ralph Sipprell, who retired in 1976.

70 Year-end retirees end careers

Banquets, luncheons, and coffees were held throughout the state in December to honor ODOT's Dec. 31st retirees. Here's the list:

40-43 years

John D. Adams, 701 North 11 St., Klamath Falls, 97601, highway maintenance supervisor 1; 40 years.

Ralph Dimick, 11501 SE Wichita Ave., Portland, 97222, highway maintenance supervisor 2; 42 years, six months.

John F. Hagemann, 723 Manbrin Dr., N., Salem, highway engineer 4; 41 years.

Melvin C. Willis, Box 26, Meacham, 97859, highway maintenance supervisor 4; 41 years.

30-39 years

Elbie Beckman, 1440 Norway NE, Salem, 97301, program executive 1; 30 years.

Vernon N. Goodell, 2108 Oak St., LaGrande, 97850, highway maintenance supervisor 3; 37 years.

Edward J. Green, 3356 NE Oregon St., Portland, 97232, highway engineer 1; 30 years, six months.

Herbert R. King, 3945 NE 42nd Ave., Portland, 97213, highway engineer 2; 31 years, six months.

Everett W. Kuhl, Route 1, Box 7, Newburg, 97132, highway maintenance worker 3; 30 years.

Arthur Lee, 935 Tamarack St., NE, Salem, purchasing analyst 1; 31 years.

Leonard E. Lummus, 2619 Bisbee St., Klamath Falls, highway maintenance worker 2; 32 years.

Carl O. Moore, Star Route, Box 41, Elkton, 97436, highway maintenance worker 2, 31 years.

Phil G. Preston, 3176 Turner Rd., SE, Salem, 97301, highway engineer 4; 30 years.

Norman Raymond, 18819 SE River Rd., Milwaukie, 97222, highway engineer 1; 34 years.

Gary Reid, 1125 Park Ave., Salem, 97301, region supervisor, MVD; 31 years, six months.

Ed Rief, 4830 SE 66th Ave., Portland, 97206, highway engineer 4; 31 years.

Fred L. Ryan, 2701 SE Tarbell Rd., Milwaukie, 97222, highway engineer 1; 34 years.

Ershell Max Seaward, P.O. Box 662, Vale, 97918, highway maintenance foreman 3; 36 years, six months.

Keith L. See, 4308 Ezel, Klamath Falls, 97601, automotive mechanic 1; 30 years.

Frank Senn, 3146 SE Bybee Blvd., Portland, 97202, bridge paint inspector; 37 years.

Roy Stein, 997 Moneda St., N., Salem, 97303, highway engineer 4; 32 years.

Roy H. Tucker, Box 125, Route 1, Willamina, highway maintenance worker 2; 39 years.

Alpha Vestal, 500 Jefferson St., Silverton, 97381, park ranger 1; 37 years.

James J. Wilson, P.O. Box 142, Bend, 97701, weighmaster 1; 30 years, six months.

20-29 years

M. Belle Abrams, 1335 23rd St. NE, Salem, 97301, key punch operator 2; 23 years.

Verne A. Allen, 1917 First St., LaGrande, 97850, r/w agent 4; 21 years, six months.

Desks cleaned, hats are hung

On Dec. 31, about 70 ODOT workers cleaned their desks, hung their hard hats or took their last coffee breaks.

On Jan. 1, they not only began a new year, but new lives away from the work routine many have been part of for over 30 years.

Gardens will be pursued relentlessly, as will golf courses, trout streams, sewing machines and work benches. Many retirees will "hit the road" to join friends and discover warmer climates. Others will volunteer their free time to help charities.

There will be periods of boredom and frustration—normal reactions to a sudden change from the 8-to-5 pattern.

But generally, "good times will be had by all."

On behalf of ODOT's working population, VIA extends best wishes to our retiring friends in their pursuits of The Good Life.

Bill H. Alsdorf, 1931 SE 6th Ave., West Linn, 97068, engineering technician 1; 27 years.

Irene E. Bradfield, 897 Tierra Dr., NE, Salem, secretary; 23 years.

George F. Bresnan, 721 Gore Rd., Kalama, Wn., 97623, highway engineer 4; 26 years.

Al Bruns, 2710 Englewood NE, Salem, executive assistant 2, MVD; 21 years, six months.

J. W. Bryan, Star Route, Box 551, Dexter, 97431, park ranger 2; 25 years, six months.

Herman J. Dinges, 1242 North Baldwin, Portland, 97217, highway maintenance worker 3; 20 years, six months.

Roy A. Eves, 592 Connecticut Ave. SE, Salem, 97301, automotive mechanic 2; 24 years, six months.

B. W. Gainsforth, 8655 Aumsville Hwy, SE, Salem, 97301, radio technician 2; 22 years.

John O. Gwinup, 1815 20th St. NE, Salem, highway engineer 1; 25 years, six months.

Charles R. Hartley, 448 D. St., W., Vale, 97918, highway maintenance worker 2; 25 years, six months.

Thomas M. Hudson, 9370 SW Killarney Ln., Tualatin, highway maintenance supervisor 1; 29 years.

Bruce C. Kent, P.O. Box 1232, Brookings, 97415, park manager 2; 24 years, six months.

Marguerite Kurth, 1107 Browning Ave. S., Salem, 97301, clerical specialist, MVD; 21 years.

Frank P. Lauinger, 26364 S. Bolland Rd., Canby, 97013, electrical foreman 1; 26 years, six months.

Walter K. Mefferd, 4795 Franklin Blvd., No. 69, Eugene, 97403, engineering technician 1; 29 years.

Walter F. Michael, 502 Siskiyou Blvd., Ashland, 97520, representative 3, MVD; 25 years, six months.

Aage C. Mohr, Rt. 1, Box 81, Scotts Mills, 97375, highway engineer 2; 24 years.

Ray R. Rosenholm, 510 SE Leland St., Roseburg, 97470, radio technician 2; 22 years.

Christina Sheythe, P.O. Box 722, Newport, 97365, office manager, MVD; 25 years, six months.

James W. Stuart, 1403 NE 59th Ave., Portland, 97213, highway engineer 2; 25 years.

Roger M. Sutherland, 225 SW 4th, Troutdale, 97060, highway maintenance supervisor 2; 26 years, six months.

Tyrrell A. Williamson, Rt. 1, Box 46C, Enterprise, 97828, highway maintenance supervisor 1; 27 years, six months.

Earl Worden, 746 Wocus St., Klamath Falls, highway maintenance worker 3; 28 years, six months.

4-19 years

Helen Austin, 7995 Hazel Green Rd., NE, Salem, 97303, secretary; six years.

Clarence B. Berg, 10 SE 9th Dr., Pendleton, 97801, highway maintenance worker 2; 19 years.

Darrel D. Blair, 860 NE Sunrise Ln., Hillsboro, 97123, bridge paint inspector; 13 years, six months.

Donald D. Francis, 1335 Karen Way, NW, Salem, 97304, heavy equipment mechanic 1; 13 years.

Edward Gembala, 5420 Ramp St. NE, Salem, 97305, heavy equipment mechanic 1; six years.

Edward C. Gunkel, Rt. 2, Box 212, Lakeview, highway maintenance worker 2; nine years.

John Harris, Ala Van Trailer Ct., Ontario, engineering technician 1; 14 years.

Roy C. Heath, 9195 Portland Rd., NE, Salem, highway maintenance worker 3; five years.

Rayburn L. Lewis, 1351 Warren St. S., Salem, 97302, research analyst 2; 12 years.

Elmer Lott, Rt. 2, Box 738, Coos Bay, 97420, park manager 3; 19 years.

A. A. McConnel, 2009 NW Overton St., Portland, 97209, bridge paint inspector; 12 years.

Beuna L. McKee, 1515 Manzanita St. NE, Salem, 97303, clerical specialist; seven years, six months.

Orton P. McKeen, Rt. 1, Box 256, Nehalem, 97131, park ranger 1; nine years.

Robert Neihart, 11711 NE Eugene, Portland, 97220, representative 5, MVD; 12 years.

Paul Olson, 1935 Winter St. NE, Salem, 97303, accountant 2; 13 years.

Donald F. Perry, Rt. 1, Box 202, Estacada, 97023, highway maintenance supervisor 1; 16 years, six months.

Lee Potter, 9624 SE Linwood Ave., Milwaukie, 97222, representative 3, MVD; 11 years.

James Shires, 287 Evelyn NE, Salem, 97301, office manager in Dallas, MVD; 10 years, six months.

Ralph W. Stumbaugh, Box 113, Gleneden Beach, 97388, park manager 2; five years, six months.

William E. Sylvester, P.O. Box 584, Reedsport, park ranger 2; four years, six months.

Leona Welty, 6294 Trail Ave. NE, Salem, 97303, administrative assistant, MVD; 18 years.

Goodell prepared for life-saving

Vern Goodell of LaGrande is glad he took the cardio-pulmonary resuscitation (CPR) class offered through the Highway Division several months ago.

His skill, coupled with "being at the right place at the right time" saved his wife's life after she suffered a heart attack Sept. 10 while they were taking a drive.

"I gave her mouth-to-mouth, but it was the efficiency of the hospital staff that really pulled her through," he said. "But I was prepared to lay her out and begin CPR if I needed to," he said.

"She is doing very well now," he added, "we feel very lucky, since she has suffered from heart trouble before. She's gaining every day."

Goodell retired Dec. 31 as a maintenance supervisor.

Sue Harris:

Coordinating ODOT's role in land use plans

Sue Harris labels her job "supposedly half-time."

As an ODOT transportation planner in Salem, she coordinates the department's involvement with local governments' Land Conservation and Development Commission (LCDC) land use plans.

The part-time job has been a "massive undertaking," Harris says, especially at the year's end, because ODOT's program was due Jan. 1. That's meant working a little more than 20 hours a week, but now she hopes to get back to her normal schedule.

Under SB 570, all state agencies are required to coordinate their activities relating to land use plans, she explains, and help local governments develop plans that

comply with the over-all state plan.

"Setting up this program has been a real learning experience," she says. "I've talked to representatives from almost every section, learning transportation from the ground up."

There are three aspects of ODOT's LCDC program. "We began by identifying all ODOT programs that affect land use," she says, "and listed technical services expertise we can offer local planners."

Her main challenge here was to weed out unnecessary information. "I found little written information that applied, so I relied on spending hours talking to right-of-way and other department people," she says.

Setting up a process by which ODOT could work with local governments was the second step.

Under the plan, regional comprehensive planning coordinators, to be hired from within the ranks, will make sure ODOT gets involved with transportation aspects of local plans.

"We're beginning to see a real need for regional planning, especially in multi-modal aspects," Harris says. "The exciting part is that ODOT will be the leader in starting Oregonians to think about future needs, such as alternatives to cars, which is encouraged in the state plan."

"We have more potential than other agencies for doing a first-rate job," she adds, "because we already have long-standing regional connections through highway and parks offices."

Evaluating ODOT programs that affect land use is the third aspect. "We need to make sure plans are compatible with the 19 LCDC state goals," Harris says.

LCDC has 90 days to respond to ODOT's plan. The final plan, she hopes, will be adopted next spring.

Then, the process of implementing the program begins, and her job will take her out of the department, away from some of the paper work, and closer to local land use plans and regional coordinators.

Harris, 29, isn't new to planning and environmental concerns. She began as a planner under Ed Hardt a year ago. Last April, she organized the CAR (Community Advisory Representative) Program for MVD, aimed at involving communities in the division's policy and program planning.

"We have more potential than other agencies for doing a first rate job because we have long-standing regional connections."

A political science graduate of Smith College in Massachusetts, she received her master's degree in urban and regional planning from the University of Wisconsin in 1975.

"The timing was right," she says, explaining her interest in environmental protection. "Earth day, in April of 1970, coincided with my fourth year of college, and our move to Madison, Wisconsin."

Between Smith College and



Sue Harris

graduate school, Harris was director of an environmental information center. She coordinated citizen lobby activity.

"That's when I became very aware of the need for planning, by working with environmental groups," she said, adding, "Ironically, one of the groups I was involved in was trying to stop a freeway project."

Harris is actively involved in citizen involvement projects outside ODOT hours. She currently heads up the South Central Association of Neighbors, and is campaign coordinator for a Salem city council candidate. She considers outside projects as "outlets" for her political interests.

"The general public has never had a lobby," she says, "only the special interest groups have had voices. It's hard to keep in touch with the general public concerns. They aren't as visible. But it's important because welfare of the public should be the primary concern of governing bodies."

She and her husband Andy, an ophthalmologist, enjoy skiing and backpacking. They have two daughters, Jennifer, age three and Debbie, 18 months.



Sue Harris confers with LCDC's Kathleen Carter.

Retirees Let Us Know What's Happening

Just A Few Trips

John G. Herr, 2680 High SE, Salem, OR, 97302 -- Retired 1974.

John and his wife have made a "few trips" since he retired. Each year they winter in Arizona; they've traveled to the ice fields in Canada, the Grand Canyon, Zion, Bryce, Mesa Verde, Minnesota, Colorado, Las Vegas and Hawaii. While in Las Vegas they visited the Merv Griffin show and later saw themselves on television as part of the audience. They plan to discover Mexico next spring.

John volunteers a half day each week, preparing tax returns for senior citizens. He also delivers meals-on-wheels every Tuesday to shut-ins.

John enjoys gardening and yard work, plays bridge and is a "duffer" golfer. The couple has six grandchildren and spent the holidays with their son and daughter-in-law in Modesto, Calif.

Out-Of-The-Way Places

Bob Cooper, Sportsman's Trailer Park, Newport, OR, 97365 -- Retired 1974.

Since retirement, Bob writes that he's spent most of his time traveling in his van to out-of-the-way places

in Oregon, like Hat Point and Sumpter. He also enjoys visiting in Newport with friends working in Parks and Recreation.

Good Year for Potatoes

Richard J. Berger, P.O. Box 6, Waldport, OR, -- Retired 1974.

Dick enjoys gardening and says his potatoes did very well this year. He also grows flowers and shrubs on his half-acre yard.

Living on the Alsea River, he's caught many crabs from his new fishing boat. "The summer days are too short for all I want to do," he says, adding that he's looking for a hobby during the rainy, winter season. "In short, I enjoy my free time."

"It's Been Pure H--"

Corwin F. Galbreath, Box 122, Chemult, OR, 97731 -- Retired 1976.

"At first it was pure H-- having a man who had worked for 30 years home all the time," writes Corwin's wife, Josephine, who ended up going back to work part time. Thanks to the retirement plan, though, she says they can keep their home and not sell it.

Corwin is busy keeping the home up, and enjoys getting his hunting

license and elk tags at a cheaper price because he's a senior citizen. "We're thankful to our Lord for his continuing good health."

Corwin has a workshop and plows snow and maintains his own plow during the winter.

Stop For A Visit

Carl M. Shelden, 413 W. Well St., Condon, OR, 97823 -- Retired 1972.

With his wife Ruth, Carl enjoys fishing the coast, lakes and streams in Eastern Oregon. The rest of their leisure time is taken care of with hunting and golf, yard work and gardening. Carl does occasional surveying in the area to keep current on the working world. He writes that he enjoys VIA and reading about former employees and highway news. He encourages friends in the area to stop by.

Jones Hunts Rubies

Sam W. Jones, 210 Brookwood Ave., Hillsboro, OR, 97123 -- Retired 1970.

Sam has been rummaging through old plantations and ruby mines in North Carolina while traveling the east coast. He brought back some rubies to make jewelry. Since retirement, he has made two trips to

the east. He's also enjoyed fishing and rock hunting. "The only state where we found good rest areas was in Oregon," he writes.

Spoiling The Grandkids

Ed Flanagan, 7405 N. Greeley, Portland, OR, 97217 -- Retired 1970.

Living close to the interstate bridge, Ed often visits the operating crew there, remembering the hours spent maintaining "those cranky bridges."

He also keeps track of the region and METRO offices. Ed writes that he had a "virtual grand stand seat during the construction of the Fremont Bridge and hopes "to be around to see Al Harwood and his crew finish the Jackson Bridge -- finally."

He and his wife Gladys are in good health. They belong to a Grange in Washington County, which occupies many evenings and weekends. They maintain an older home and small garden and enjoy keeping their grandchildren "spoiled."

"The present trend with the department is very disturbing to me," Ed writes, "as I am sure it is to many people yet active with it. But all we can do is vote right and hope that it turns out okay."